

## GRAIN RATES THREATENED

The Burlington, Cedar Rapids & Northern Wants to Cut the Present Tariff.

Reduced Flour Rates to Be Withdrawn—East-Bound Freight Shipments by Central Traffic Association Lines.

Last week the traffic officials of the Western and Northwestern lines held a conference in regard to a request from the Burlington, Cedar Rapids & Northern for authority to reduce the rates on wheat from Iowa and Dakota points to Chicago and Milwaukee. The object of the request was to divert shipments to Chicago, as it was shown that the great bulk of the wheat was going East by way of Minneapolis. On the suggestion of Chairman Midgley the Burlington, Cedar Rapids & Northern agreed to defer action, pending a decision by the Interstate-commerce Commission in the matter of rates on wheat from Minnesota and Dakota points to Minneapolis and Lake Superior points. The decision of the commission has since been published, and Chairman Midgley will fix an early date for another conference for the purpose of determining what course shall be pursued by the lines interested.

All the interested lines, with the exception of the Kewanee route, have now agreed to withdraw the reduced rates on flour to the East. The general freight agent of the Soo line has notified all competitors that the tariff issued on the differential basis via Mackinac, and also via the Canadian Pacific railway, will be cancelled Jan. 10. This is done, notwithstanding the refusal of the Kewanee route, which is controlled by the Delaware, Lackawanna & Western, to withdraw the differential across Lake Michigan. The Soo line representative says he is willing to give the advanced rates a fair trial, but he thinks that if the Lackawanna persists in its course, the Mackinac line will be compelled to reduce. As the Lackawanna is a trunk line, and under the jurisdiction of the Trunk-line Association, it will probably be persuaded to abandon its position.

Announcement is made by the Illinois Railway and Warehouse Commissioners that they have received from the Chicago, P. & M., as the time and the Grand Pacific Hotel, Chicago, as the place for hearing the petition of the Chicago Implement and Vehicle Club for reduction of rates on freight in Illinois. The freight departments of all the interested roads have been notified.

## East-Bound Shipments.

Three additional roads have become members of the Chicago freight committee of the Central Traffic Association, and they will hereafter be included in the reports of east-bound shipments issued by the association. The new members are the Wabash, the Chicago & Erie and the Big Four. Heretofore the statements of through shipments to the seaboard have not been complete, because these roads, being outside the association, did not submit weekly reports for incorporation in the statistical review. Last week's statement includes the business of the Wabash and the Erie, and that of the Big Four will be taken into account in all subsequent reports. In consequence of these additions, a comparison of last week's tonnage with that of the preceding week, and of the corresponding period last year, cannot be accurate, as it places the record of nine roads against seven in the past.

Through shipments of flour, grain and provisions from Chicago to the seaboard by lines in the Central Traffic Association last week amounted to 55,885 tons, against 53,282 for the preceding week, and against 144,545 for the corresponding period last year, a decrease of 88,665 tons. Of this traffic the Vanderbilt line carried 26,038 tons, against 24,655 for the corresponding week last year, a decrease of 1,383 tons. The Chicago & Erie, 24, the B. & O., 5; the Chicago & Erie, 7; and the Wabash, 8. East-bound shipments of beef, through and local routes, amounted to 14,445 tons, against 15,018 for the corresponding week last year, a decrease of 573 tons.

## Earnings of Indiana Roads.

The returns of gross earnings of the railways for 1892 are coming in in a gratifying manner. Especially is this true of Indiana, Illinois and Ohio roads, the Lake Erie & Western and the Louisville, New Albany & Chicago having the credit of showing the largest increases of any roads in the country when mileage is taken into consideration.

Louisville, New Albany & Chicago: Fourth week of December, \$80,902; increase, \$11,883. Month, \$246,822; increase, \$24,744. Year, \$2,288,718; increase, \$459,009. Lake Erie & Western: Fourth week of December, \$120,739; increase, \$14,563. Month, \$348,446; increase, \$3,903. Year, \$3,551,908; increase, \$287,574. Chesapeake & Ohio: December, \$828,655; increase, \$17,717. Year, \$7,776,460; increase, \$242,491. Columbus, Hocking Valley & Toledo: December, \$297,423; increase, \$12,070. Year, \$3,360,800; increase, \$89,603. Louisville & West Michigan: December, \$120,739; increase, \$14,563. Month, \$348,446; increase, \$3,903. Year, \$3,551,908; increase, \$287,574. Evansville & Terre Haute: Fourth week of December, \$83,874; increase, \$12,070. Month, \$246,822; increase, \$24,744. Year, \$2,288,718; increase, \$459,009. Evansville & Indianapolis: December, \$30,629; increase, \$1,067. Year, \$374,941; increase, \$20,623. Peoria, Decatur & Evansville: December, \$84,579; increase, \$7,751. Year, \$787,827; increase, \$15,295. Chicago & West Michigan: Fourth week of December, \$56,408; increase, \$15,358. Month, \$170,329; increase, \$37,782. Year, \$2,017,611; increase, \$200,049.

## Personal, Local and General Notes.

Belt road engines handled last week 233 car-loads of live stock, against 179 in the corresponding week of 1892. R. M. Fraser, general freight agent of the Baltimore & Ohio Southwestern, spent yesterday in the city en route to Chicago. There were freight trains on the belt road, last week, 12,473 cars, the highest movement in any week for three years past. Joseph Ramsey, jr., general manager of the Big Four line, who went to Cincinnati on Saturday, will return to-morrow morning. H. C. Orr, assistant general passenger agent of the Chicago, Burlington & Quincy, yesterday removed his headquarters to Kansas City. George M. Pullman, president of the Pullman company, is said to now be one of the largest holders of stock and bonds of the Louisville, New Albany & Chicago.

A number of freight men left last night to attend a meeting in Chicago to-morrow, and this evening the passenger men will leave to attend a meeting to be held there to-morrow. E. A. Peck, ex-superintendent of the Big Four, has gone West for ten days. He has a position open to him whenever he is ready to accept it, which may not be before the last of March. Superintendent Riley, of the Peoria & Eastern, says that in spite of the bad weather and limited power, an average of 600 loaded cars and 2,000 passengers are being handled daily on the line.

A. W. Eccleston, formerly with the West Shore road, succeeds T. S. Simpson as Eastern passenger agent of the Toledo, St. Louis & Kansas City, with New York his headquarters instead of Buffalo. Benjamin Blue, formerly general freight agent of the St. Louis, Alton & Terre Haute, died at Murphersboro, Ill., last week. Mr. Blue was an Indiana man, and had been prominent in railroading for many years.

The report is renewed that the presidents and general managers of the roads in the Chicago and Ohio-river Traffic Association territory are to hold a meeting and attempt to put an end to the passenger-rate war.

Frederick W. Huidekoper and Ruben Foster, receivers of the Richmond & Danville railroad, have obtained from Judge Hoffman, of the New York Supreme Court, an attachment against the property of the Central Railroad and Banking Company of Georgia, in a suit to recover \$1,235,365.25 for money laid out and expended for the use of the defendant, the Central Railroad

Company, in discharging the agreed interest on the defendant's mortgage bonds and in paying other debts of the defendant between Dec. 1, 1891 and April 1, 1892.

J. T. Lord, who has been for thirty-four years connected with the engineering departments of railroads more recently on the Grand Trunk, has dropped out of railroading. On his retiring he was given a banquet by his friends.

Harry Hagan, who was for some years ticket agent of the Pennsylvania lines at this point, retiring two years ago to engage in business, has returned to the Pennsylvania lines and taken a position at Cincinnati for the present.

A. T. Dice, who a few months ago left the Pennsylvania lines to take charge of the signal department of the New York Central, has been made assistant general superintendent of the Hudson division in addition to his signal duties.

Percy Todd has succeeded J. W. Munson as traffic manager of the West Shore road, and F. La Bar has been appointed general freight agent, the office of assistant general freight agent, from which he was promoted, being abolished.

The Chicago & Rock Island has organized an immigration bureau, and it will work especially to build up the southwestern territory, into which the Rock Island has been placed in charge of John C. Bonnell.

The peculiarity of the Chicago and Ohio-river Traffic Association is that it has resulted in a lower second-class rate from Cincinnati to Pacific coast points than from Cincinnati to St. Louis, Chicago, \$47.50.

The roads terminating at Cincinnati are in trouble over the joint inspection of cars, and a meeting of the superintendents is to be held to-day to agree, if possible, on some system of doing the work and dividing the expense. The clashing of authority is delaying cars at that point.

The Pullman company on Sunday put on two new and elegant twelve-section sleeping cars, to be run between Chicago and Cincinnati over the Madison and the Cincinnati, Hamilton & Dayton. The cars have all modern improvements, and are lighted by the Pintsch gas system.

R. H. Wilbur, son of E. P. Wilbur, has been appointed general passenger agent of the Eastern division of the Lehigh Valley road, succeeding the late H. Stuart Goodwin. Mr. Wilbur is thirty-five years of age, but has had considerable experience in practical railroad service.

John Witt, engineer of maintenance of way of the Belt road and Union tracks, was called to Louisville last night on account of the supposed fatal illness of J. Thwaites, his brother-in-law. Mr. Thwaites has been an engineer on the Louisville & Nashville road for over thirty years.

The higher officials of the Lake Erie & Western say that the increase of passenger earnings in 1892 over 1891 was more of a surprise even than those of the freight department, the more so from the fact that in competing territory of the L. E. & W. for five months rates were badly demoralized.

Samuel Thomas, president of the Louisville, New Albany & Chicago; Calvin S. Foster, president of the Lake Erie & Western, and J. M. Hays, of Fort Wayne, have organized a company to build cars, and will erect car-works at Lenoir City, Tenn., with a capacity to build fifteen cars a day.

It is stated that Train 20 over the Vandalia line, in 1892, paid the largest per cent, per mile run of any scheduled train crossing Indiana in either direction. There was some day it did not handle 120 local passengers, stopping at only county-seat on the line, and a daily average of sixty through passengers.

H. K. Doring, assistant general passenger agent of the Pennsylvania lines, says there is no foundation for an item which appeared in a Cincinnati paper on Sunday, to the effect that he was to discharge some of the men at Cincinnati and in the place of them men taken from Indianapolis. No changes, he says, are contemplated.

J. F. Youse, formerly with the Cincinnati, Hamilton & Dayton, now a general freight agent of the Ohio Southern, was in the city yesterday on official business. He thinks that the Ohio Southern has a good record, and that it will be one of the important coal roads in Ohio when its contemplated extensions are completed.

The report of the Chesapeake & Ohio railway for the six months ended Dec. 31 shows that it fixed charges and operating expenses for 1892 at \$400,000 were earned, and that included in the operating expenses for that period were a year's supply of rails, ballast and other material, and necessary repairs and improvements for the last four years have brought the road up to the highest standard.

The dismissal of a number of union men at the city freight depot of the Pennsylvania lines brought to light the fact that one of the highest officers is well educated, a good telegrapher, and is capable of filling a much higher position in the railroad service. Superintendent Darlington has given his name, and as soon as opportunity offers will give him an agency in the telegrapher is needed as the first step in the way of promotion.

The twelve locomotive-works in this city for 1892 built 1,700 locomotives, against 1,938 in 1891. The number of those built last year would doubtless exceed that of 1891. The car-works seem to have done better. Forty-two companies in 1892 built 90,340 cars, against 77,920 in 1891. The car-works which build passenger equipment turned out in 1892 3,795 cars, against 1,616 in 1891, and six of the companies in 1892 in the last year built 4,308 street-cars.

Edward R. Bacon, president of the Baltimore & Ohio Southwestern, is now in Europe for a consultation with the foreign stockholders and bondholders in regard to the consolidation with the Ohio & Mississippi. All legal obstacles have been removed, and it now only remains for the directors to meet and agree to the consolidation. An official of the Baltimore & Ohio Southwestern says that the consolidation will be perfected.

## MONTHLY MEETING OF MINISTERS.

Movement Inaugurated to Brace Up National Legislators as to Sunday Closing.

The Rev. J. C. Marting presided at the ministers' meeting in the Y. M. C. A. chapel yesterday morning. Mrs. M. A. Moody, representing the W. C. T. U., spoke of the number of hopelessly insane women, and how poorly they were cared for in the poor-houses, and that something ought to be done to better their condition. She spoke also of the women in the houses of ill-repute.

Rev. W. F. Taylor introduced a motion directing the secretary to write to Congressmen and Senators asking them to see that the law closing the world's fair on Sunday be not repealed. It was adopted. Rev. W. F. Williams, in speaking of the question, said that the newspapers had narrowly accused the ministers of being narrow-minded and bigoted, and moved that a committee be appointed to draw up resolutions voicing the sentiments of the clergy and to be presented to the press.

The Indianapolis Ministers' Association, by an almost unanimous vote, instructed the secretary to request our Representatives in Congress to adhere to their former action granting the government appropriation to the world's fair on Sunday. The resolution was adopted.

Dr. Curtis read a paper on "The Bible as a Source of Pulpit Power," and the meeting closed.

## A Lawyer's Unusual Visitor.

About 8 o'clock yesterday morning a still alarm, which was sent into headquarters and to the No. 7a on Maryland street, called the firemen to the Hereth Block, Nos. 83 and 84 East Washington street. A stove on the fourth floor became overheated, burned entirely through the floor and dropped with a crash into the law office of Charles E. Cox, situated on the floor beneath. The stove was falling and the stove around the soldier boys, whose barracks are located in the building, and the fire was discovered by them in time to prevent its spread. The stove was arrived in time to extinguish the flames without material damage. The loss will not exceed \$150.

## Can You Eat?

Heartily, with relish, and without distress afterward! If not, we recommend Hood's Sarsaparilla, which creates a good appetite and so tones the stomach and cleanses the blood properly digested and assimilated.

## HERDMAN PLACED ON TRIAL

The Noted Scholarly-Looking Prisoner of Many Names Before Judge Baker.

Indictments Returned Against the Fosters—Effort to Reduce Bail—Alimony Granted Mrs. Laura Fennell—Court of Claims.

The trial of Harry Herdman, alias M. V. B. Stuart, alias H. A. Hansen, and alias others, was begun yesterday in the United States Court. The defendant was indicted for fraudulent use of the mails. He was well known by name and aliases to the postoffice secret-service before his arrest in this city upon entirely another charge by detectives Kinney and Richards. During April May he took rooms on Massachusetts avenue for himself, wife and child, the last being his step-daughter, who is thirteen years of age. He had married the woman in Kokomo, where, it is said, she was divorced from, or lost her husband, named Grant, a saloon-keeper. She had some money, a few hundred dollars, and Herdman soon manifested a desire to act as treasurer, without bond, of the financial partnership. His wife wisely demurred, having probably married in haste, and that had occurred not many weeks previous to the inmate's arrest. He had arrested. She was suffering from cancer, and required assistance from others in the house, and thus was led to tell more about her husband than she would otherwise have done, perhaps, in spite of his ill treatment. One day he demanded \$100 of her, but she would give him only \$5. He left, saying he would never return. He did return, however, on the following Sunday. In the meantime the step-daughter of him which his wife had told were carried to the police. Herdman was found at No. 124 East Washington street, where he had taken a room. He was about to leave the city, and his value was packed. He was charged with assault with a deadly weapon, in order to hold him for investigation. His value contained a suspicious lot of papers, and when at the station-house he was questioned about the merits of the Sarsaparilla, he fainted. It was only a day or two until United States Inspector Leatherman appeared and claimed the prisoner. Herdman was held in the police house, and for whom he had long been looking. He was indicted, and has since been held in the Nobleville jail. His wife soon died, and a little girl was sent to relatives in Kokomo.

She was the figure of most interest at the trial yesterday. Her testimony was clear and convincing, and she was not broken down. The defense was that the prisoner was not M. V. B. Stuart who had appeared in the fraudulent transaction. The jury had the case all night.

## The Fosters Were Indicted.

The grand jury was not long in arriving at a conclusion in its investigation of the charges against Martha Foster and her son Benjamin, the spirit photographers arrested Friday night. Two indictments were returned, each with two counts, charging larceny and obtaining money under false pretenses. One indictment charges petit larceny in the taking of \$2 from K. K. Garhart, the man upon whom the spirit photographs were taken, and the other charges grand larceny in the taking of \$2 from K. K. Garhart. The grand jury returned the indictments yesterday, and was endeavoring yesterday to have the bond reduced to present size, which is \$500 on each indictment charging petit larceny, and \$1,000 on each indictment charging grand larceny. The trunk containing the plates used by the spirit photographers was turned over to the grand jury, and placed in the custody of a prominent place in Judge Cox's private room.

Attorney George Carter yesterday paid money to "Squire" Daniel to the claim of \$2 on the attachment upon which the trunk was taken, and costs in the case were remitted by the court.

## One Had No Claims, the Other Had.

The Court of Claims yesterday disposed of the case of Coffin & Stanton against the State for \$6,500, and found against the claimant. The amount was claimed as money due on a sale of bonds. Their bid having been accepted, they negotiated the bonds at a profit of that amount. Afterwards the bid of another firm was accepted, and they claimed they had been damaged by the refusal of the State to accept their bid. The court found in favor of the State, and the claimant was ordered to pay the costs of the suit.

## Distressing Accident Causes a Suit.

Jerry Foley, as administrator of the estate of Michael Sullivan, deceased, yesterday began suit against Charles H. Schad, Charles L. Schwartz and Harry H. Harris to recover \$10,000 damages for causing the death of Sullivan during the month of December. Sullivan slipped and fell upon an icy pavement several days prior to his death, and was receiving medical attention for injuries sustained. The attending physician gave a prescription containing opium, and it was found that a clerk in the drug store of C. H. Schad & Co., the corner of Noble and Washington streets, the prescription was filled with atropine. Sullivan died within twenty-four hours after receiving the drug.

## Partners Do Not Agree.

Koenig & Hitzler, sole agents for the nation-day at No. 65 South Pennsylvania street, yesterday made an assignment for George Seidensticker for the benefit of their creditors. The assignment is understood not to indicate insolvency, but was made on account of a business disagreement between the partners. Seidensticker qualified as assignee yesterday afternoon and gave bond in the sum of \$10,000. Mr. Koenig will retire from the wholesale business and open a retail dry-goods and notion store.

## A Mary Who Was Fickle.

James A. Rogers yesterday began action in the Superior Court to secure divorce from Mary E. Rogers, whom he charges with cruel and inhuman treatment and abandonment. He says that his wife was cruel and inhuman to him in saying that she did not love him, and only cared to obtain his earnings and spend them upon her. She abandoned him, he says, in May, 1892, and is now at Little Rock, Ark.

## Probate Business Yesterday.

George Grimsley yesterday qualified as guardian of William Bloom, and gave bond in the sum of \$1,200. Mary Dwyer gave bond in the sum of \$10,500, and qualified as the guardian of Michael McCarthy. James T. Dougherty qualified as the administrator of the estate of Patrick Dougherty, deceased, and filed a bond of \$400. David W. Coffin was appointed administrator of the estate of Oscar T. Coffin, and gave bond of \$100.

## Divorce and Alimony Granted.

Judge Brown yesterday rendered his decision in the suit of Laura Fennell for divorce from John A. Fennell, the evidence of which was heard several weeks ago. The court granted the divorce and gave the plaintiff \$1,000 alimony, to be paid in installments—\$250 payable in thirty days, and sixty dollars each month for the next year. The cause of divorce was abandonment.

## Justice for the Dago Swindler.

Enrico Besanti, the Italian who was arrested several weeks ago, in St. Louis, and brought back to this city for trial, pleaded guilty to grand larceny yesterday, and was sentenced to two years in the penitentiary. Besanti operated exclusively among his countrymen, and with extraordinary success. He secured about \$1,000 from two of them in this city.

## They Did Not Want Authority Then.

Valentine Fahrback, Monroe Schilling and William E. Moore will be put on trial before Squire Daniels this morning for re-

fusing to assist an officer in making an arrest. They are charged with refusing to assist Constable Jacob Hutton in arresting John Gasaway, who was wanted for assault and battery and malicious trespass.

## Punished by Judge Baker.

Judge Baker yesterday inflicted penalties as follows: William Hunter, Kendallville, for passing counterfeit money, \$10 and ninety days in the work-house; John H. Schmidt and Charles Stanley, of Connersville, revenue violations, \$5 and costs; Stephen Pray, revenue violations, \$10 and costs. Each of these pleaded guilty.

## The Court Record.

SUPERIOR COURT.

Room 2—Hon. James W. Harper, Judge.

Edward Guth vs. William F. Wells, jr.; note. Tried by court; judgment against defendant for \$73.11.

Elm Heiny vs. William F. Wells, jr.; note. Tried by court; judgment against defendant for \$73.11.

New Suit Filed.

Jerry Foley, Administrator, vs. Charles H. Schad et al.; damages for causing death. Demand, \$10,000. Room 3.

James Crote vs. William McGinnis; note. Room 2.

James B. Cain vs. Caroline Cain; divorce. Room 1.

James A. Rogers vs. Mary E. Rogers; divorce. Room 2.

Almira R. Whittemore vs. Caroline Boose et al.; to foreclose mortgage. Room 1.

James Renihan et al. vs. State of Indiana; account for bonds. Room 1.

Hon. EDGAR C. BROWN, Judge.

John Dietz vs. Mary Dippel's Estate; claim. Allowed for \$30.05.

The Cleveland Fence Company vs. Alia L. Albrecht et al.; mechanics lien. R. 1 tried by court. Judgment in favor of plaintiff for \$38.84.

Laura S. Fennell vs. John A. Fennell; divorce. Decree granted plaintiff, with \$1,000 alimony.

CRIMINAL COURT.

Hon. MILIAM F. COX, Judge.

State vs. Enrico Besanti; grand larceny. Pleading guilty. Fined \$100 and sentenced to two years in the penitentiary.

## THE FIGURES A PICTURE.

The Monument Commission Declines to Remove the Mexican Dates.

The monument commission was in session yesterday afternoon, with Commissioners Langsdale, Manson and McCollum present. A communication was presented to the board by A. L. Morrison and James J. Smiley, of Greencastle, Louis Kriel and Gilmore Jordan, of Indianapolis, protesting against the removal of the figures "1846-1848," as "surviving soldiers of the Mexican war, and on behalf of comrades throughout the State who cannot appear."

The communication received from the Greencastle committee was read, and a reply agreed upon, which the president of the board was directed to send to the committee. It is as follows:

Messrs. J. B. Gmelin, C. A. Zollinger, Benj. Starr, John L. McMaster and B. C. Chav, Committee, Grand Army of the Republic:

Gentlemen: Your communication of the 25th ult., addressed to the State Soldiers' and Sailors' Monument Commission, asking that the dates be removed from the figures on the monument, and expressing the opinion that, if this is done, "the inserting of the date of the military history of Indiana on the north base of the monument would not meet with serious opposition," has been duly considered by the board.

It is a matter of fact that the figures are highly gratified to learn that you hold this opinion regarding the inscriptions upon the base of the monument.

At the same time, however, we must say that with serious opposition, since these dates are an integral part of "the date of the military history of Indiana," and since the figures are highly gratified to learn that you hold this opinion regarding the inscriptions upon the base of the monument.

It is a record of which we are proud, as citizens of the State; we have placed it upon the monument in the discharge of a duty, and, no satisfactory reason having been given why it should be taken down, it will, so far as the monument is concerned, remain as it is.

We believe, from the evidence received, that this action will meet with the approval of a large number of the people of the State who are building the monument. Yours, truly,

GEO. J. LANGSDALE, President.

The board will continue in session to-day.

## Don't Hurt Anybody's Feelings.

To the Editor of the Indianapolis Journal:

Why is it that every Democratic newspaper in Indiana is in favor of leaving the figures 1846 and 1848 on the soldiers' monument at Indianapolis, and nearly every Republican paper is objecting, and desires that the original intention be carried out, which was to have the monument erected in honor of the soldiers of the war of the rebellion from 1861 to 1865? It is because, if the original intention had been carried out, it would be a token of an achievement over Democrats (the Southern wing of them) in the war of 1861, which is the only solidly Democratic portion of the United States! And now comes the "National Brotherhood of Soldiers," an organization composed of only Confederate soldiers and the few Democratic Union soldiers who have gone into it, at a meeting in Indianapolis, Dec. 31, last, passed a resolution "protesting against the dedication of the soldiers' monument at Indianapolis to the heroic achievement of the Northern army over our brothers of the South in the civil war." Well, I should wonder that soldiers of 1846 and 1848, no others, for fear, will hurt some Confederate's feelings. M. D. ELLIS.

WORKINGTON, Ind., Jan. 7.

## Insect Traps.

Superintendent Forbush, of the syzygy moth commission, says that a band of burp tied about the trees has proved an efficient trap for the syzygy moth, and that many other species of insects injurious to trees were also found in these traps. He urges farmers to apply them generally. Among the insects caught were many borers, and the application of this simple trap will be further efficacious in preventing the spread of the borers. The bark coming from the trees, and the burp, which is an inch wide about the tree, the bark having been first scraped so as to furnish a smooth place to tie it on the tree. The upper part of the burp is then loosely turned over the string and all those insects which crawl up the trunks of trees to secrete themselves in the loose bark or other places will be found in the burp if it is put on at the right time. It must be applied at the season when insects are ascending. The trap should be looked after every few days.

## Casual Observation.

Pittsburg Chronicle-Telegraph.

It may be remarked that these Panama canals are not being divulged by women.

If you go out early in the morning, you may catch a glimpse of Salvation Oil cure it.



## ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, head-aches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. \* Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

## CALIFORNIA FIG SYRUP CO.

LOUISVILLE, KY. SAN FRANCISCO, CAL. NEW YORK, N.Y.

## The Best

Business, Short-hand

And Type-writing School

Old Bryant-Stratton

BUSINESS UNIVERSITY,

WHEN BUILDING, OPP. POSTOFFICE.

## Now Is the Best Time to Enter

Book-keeping, Business Practice, Banking, Short-hand and Type-writing, Telegraphy, Penmanship, Commercial Arithmetic, Business Correspondence, Commercial Law, Practical Grammar, Spelling, Business English, Office Training, Lectures, etc.

Attending a permanent, reliable, popular and progressive school; the price you thus gain in a business community is worth many times the cost of your education. The Indianapolis Business University prepares young men and women for the highest positions in the business world. Railroad, industrial, professional and business men who employ skilled help apply to us for references. Call on the many leading Office, or write for full information. Elegant catalogues free. Telephone 1215.

## HEEB &amp; OSBORN, Proprietors.

ELEVATOR FOR DAY AND

Light School

GRATEFUL-COMFORTING.

EPPE'S COCOA

BREAKFAST-SUPPER.

"By thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the purest and most healthful material, Dr. Epps has provided our breakfast tables with a delicately prepared Cocoa, which will save us many doctors' bills, it is by the judicious use